

REMARKS/ARGUMENTS

Favorable reconsideration of the present application is respectfully requested.

Claims 7, 9, 12, 20, 22, and 25 were indicated as being allowable if rewritten in independent form. Claims 7, 9, 12, 20 and 25 have therefore been rewritten in independent form. The remaining claims are also believed to be allowable, for the reasons set forth below.

Claims 4-6, 13, 17-19 and 26-28 have been rejected under 35 U.S.C. §112, second paragraph as being indefinite but have otherwise been allowed. The claims have been amended to respond to the Examiner's objections as set forth in paragraphs 4-14, and so this rejection is believed to be moot.

Claims 1-3, 8, 11, 14-16, 21 and 24 were rejected under 35 U.S.C. §102 as being anticipated by U.S. patent 6,885,931 (Awnar). In response, Claims 1 and 14 have been amended to recite that the first physical quantity is "for substantially uniformly maximizing the grip of each wheel." Basis for this is found at lines 15-16 of page 4 in the specification and lines 5-7 of page 22 in the specification. That is, Claims 1 and 14 respectively recite a vehicle control method and apparatus including a step or means of calculating a first physical quantity for substantially uniformly maximizing the grip of each wheel. The first physical quantity may be, but is not limited to, the direction of tire force (page 4, lines 15 and 16). The direction of tire force of each wheel may be a direction of the tire force which uniformly maximizes the grip of each wheel (lines 5-7 of page 22).

First or second control variables are then calculated based on the calculated first physical quantity. For example, the first control variable may be, but is not limited to, the braking force and driving force determined by formula 45 of the specification, and the second control variable may be, but is not limited to, the steering angles determined in formulas 49-52 in the specification (page 28, lines 1-9). At least one of the braking force and driving

force of each wheel is then controlled based on the first variable, or at least one of the braking force, driving force and steering angle of each wheel is controlled based on the first and second control variables. The aforementioned features are not taught or suggested by Awnar.

Awnar discloses a yaw stability control system based on a linearized vehicle model and a predictive control algorithm. According to equations 31-34 of Awnar, upon which the examiner has particularly relied, a control torque T to be applied to the wheels is calculated based on a control yaw moment M_Z and a desired yaw rate R . There is no description of controlling the braking torque according to a control variable which is calculated based upon a physical quantity "for substantially uniformly maximizing the grip of each wheel."

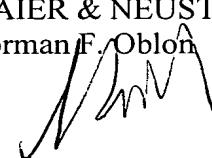
Applicants therefore respectfully submit that the amended claims clearly define over Awnar.

Applicants therefore believe that the present application is in a condition for allowance and respectfully solicit an early notice of allowability.

Respectfully submitted,

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